Our word map comes from the Latin mappa, andkerchief. Charts were drawn by the Romans

England has coined 40,000,000 gold sovereign and 13,000,000 gold half sovereigns during the past ten years-about \$225,000,000. These coins, piled one on the sther, would make a golden column nearly 35 miles high. Robert Eachanan has made, in Scotland, a most successful first appearance as a render of his own poems. The Scottlish journals speak with special praise of the strength, clearness, and expressiveness of his voice.

William T. Bramley of Biddeford, Me., went to Kennebunk to visit a friend last Saturday night. He put his pistel under his pillow, and on Sunday morning weke his roommate, Mr. Henry Bean, and requested tion it was found that one barrel of the piatol had exploded, and the ball had passed through the pillow, wounding him on his temple, and lodging in the plaster-

The University Class Examinations in England elicit some very absurd answers, especially to to be a Christian. Q. What was the effect on the whale f

an antelelavian prave-yard. Workmen have recently found the remains of a glass imbedded in solid granite. he head flat. The petrified bones weigh 304 lb. The stratum of rock. The grave was covered by a large flat estone ruck, perfectly separated from the surrounding

The hotel-keepers of Harrisburg, Pennsylvanie, are notorious for their extertionate prices. The foltation. A gentleman from New-York stopping at the State Capital hotel committed suicide there while labordays at the house, but the proprietor put in a claim of \$300, and has entered suit against the estate. If the man ad lived his bill would have been some eight or ten dol tars; but the landlord claims the rest on the ground that is death will lejure the reputation of his house.

The following rules for the care of persons apparently drowned are the only short, concise, and full directions yet published: 1. Lay the drowned man at e flat on his stomach with his face to the ground-a folded coat or bundle under his chest. 2. Place your sure, so as to squeeze the air out of his chest; then ody slowly on to one side and a little beyond. Replace him quickly on his face. Count four, to mark ids of time, and then repeat the process, com-Wet clothes should be removed and dry ones substituted, each bystander contributing. The body to be rubbed dry briskly, and the face kept from contact with the ground by an assistant. 4. Do not squeeze the air out of the patient's chest if he is breathing, but want and watch, merely drying the body and changing the clothing.

Wilkesburre, Feb. 11, 1808 .- JESSE FELL."

The receipts of Boston in some departments of business during the past year, have been the largest ever known. Sugar, especially, has shown a large inrease, 300,000 hogsheads having been landed at that port within 12 months. The foreign commerce of the city is said to be in a "quiet condition," but ships are now on the way to Bost a from all parts of the world-12 ships from Calcuita with India goods; 6 vessels from Singapore I vessels from M. mills, with hemp; 2 vessels from China, with teas; I vesser from Arabia, with drugs and fruit; 6 or I from Africa: 2 from Chili: 4 from San Francisco; 12 ships from Liverpool; 7 barks from London; 6 barks from Rus Europe; 6 barks from England and Feetland; 26 barks from Malaga, Messina, Leghoro, Marwill s, and Smyrne, with fruit, olives, drugs, rags, and marble; 10 yes els from West Indies, with sugar and mo mases-in all about 100 vestels

M. Cremieax, the great French lawyer, said, in his defense of one of the prisoners charged with exciting postempt for the Covernment during the recent Baudin Comoustration, that it was Lucien Bonaparte who "humbly" presented to the Chamber of Representatives the sistication of his brother, the Emperor Napoleon, in 1814. Prince Pierre Bonaparte, the youngest son of Lucien, denies the charge in a friendly letter to Cremieux. His father refused to write the letter of abdication, and broke his pen when the Emperer insisted on his doing so. Carnot also refuset, but finally delivered it in the Chamber, after Bassano led written it. Pierre Bonaparte claims to have learned these facts directly from his father, in round utial convenation, while he was still a child. He slao protests against another assertion of Cremieux—that the "18th Brumsire" as "the overthrow of the Repub-lic." He says that it as "the organization of the Re-

The Confederate belting Bishop, Leonidas Pelk, had a favorite idea of establishing a Sonthern University, to be modele after those of Oxford and Cambridge, in England. It is exertions previous to the war a site had no secured upon a plateau of the Cumberlan Mountains, containing 1,000 acres of land. Buildings for the accommodation of the theological and funior departments have since been creeted, but two boarding-houses for students, a chapel and a preparatory department has been organized and placed under the charge of Gon. Gorga a graduate of West Point, and Chief of Ordrance of the containers. West Point, and Chief of Ordrance of Confederate States, with four or five assistant teachers. The location is exceedingly healthful, being 1,000 feet the suris exceedingly healthful, being 1,000 feet above the sur-rounding country, and 3,000 feet above the sea. The Southern Episcopal Bushops are calling for an innec to carry out the ambitious plans of Gen. Polk.

Well, what was his answer!" "He said that he had been keeping the pig for me, and that be-" "Ne, no he did not say that-he could not have said it. He spoke n the first person." "I was the first person that spoke, my lord." "I mean this-don't bring in the third per-con-repeat his exact words." "There was no third permid, 'I have been keeping it.'" "I assure you, my lord, there was no mention of your lordship at all. We are on two different stories, my lord. There was no third peron; and if anything had been sald about your lordship

very popular in England, but has never been generally composing these verses. The lines, he says, may be taken from the same poet or from several; and verses his own time; one was a nuptial cento from Virgil. Christ in cautos taken from Homer, putting a construction upon the lines totally different from their original neaning. Other old authors have also given curious examples of this kind of writing.

A marine insurance case is now being tried in England, which involves a serious question as to the lives. The ship Dreadnought, an East Indiaman, was counterence of the head is 313 inches that of the chest | hole below the water-line. Her owners demand the cost selling half an inch. The forehead is low, and the of repairs from the insurance company, claiming that by some external force, nothing can be collected. The insurance company answers that there is no instance on of a vessel, has escaped without leaving his sword in the hole. The plaintiffs prove that a few hours before the discovery of the leak, the crew had seen a very large sword-fish in the water, and had tried to capture it with lines and hooks. Professor Owen delivered a scientific lecture on the aword-fish from the witness-box during the trial. The sword of this fish, he said, is the hardest bony material known; it has a sheath harder than the enamel of human teeth; within his personal experience rine stiletto; the blade was usually left in the wound, while the hilt, or, in other words, the fish liself, broke away. He quoted examples of this wonderful weapon being driven through fourteen inches of copper sheathing, felt, deal, and oak; his evidence simply demonstrated the enormous power of the formidable monster. In the case before him, Prof. Owen admitted that the fish. having passed its dagger through only three inches of wood, might possibly have withdrawn it. A precisely similar illustration was presented to him several years ago, except that the sword was broken, and actually stopped a leak which might otherwise have been fatal to

FROM NEW-YORK TO BOSTON DIRECT.

Mr. Vanderbilt is reported to have once remarked that a wholly new line of communication from Beston to New-York was required once in seven years. Statistics indicate that the intervals have been briefer. Steam traffic between the two points dates back only to 1837, and there are now five lines of stemmers and two railroads in operation, and a third road in process of con-

patient's clear if he is broathing, but wait and watch, merely drying the body and changing the clothing.

Of the five libraries in this country having ever 199,000 volumes, three are in Boston and Cambridge. First is the Library of Congress, with 175,000 volumes, second, the Boston Public Library, with its 185,000 volumes, then successively the Aster, Harvard College, and Boston Athonsum, With the exception of the library of Congress, the Boston Public Library, as the rest of the property of Congress, the Boston Public Library, as the second the Boston Athonsum, With the exception of the library of Congress, the Boston Public Library has the greatest facilities for growing. The Athensum has 100,000 volumes, the Boston Public Library share the control of the property for times the yearly gain of the Astor or three years past an anumal pain of 28,000. About one-half of the parchases for the Boston Public Library during the year have been books newly published, and nearly 1,600 volumes have been given.

The "Statute-Fairs" in some parts of England are the anumal bolday gatherings in which serve the part of the part of

If yer at the Narrows. Although this was practicable as an engineering question, yet it deprived the road of immense advantages, and robbed Middletown of that for which she had spent years of carnest work and hundreds of thousands of dollars. This Mr. Lyman decided would not answer. Have the drawbridge he must. Have it he

of thousands of dollars. This Mr. Lyman decided would not answer. Have the drawbridge he must. Have it he did.

In May, 1988, he went to Washington and pleaded his own ense before the Congressional Committee on Roads and Canals, and after a full hearing, it was unsulmously agreed to report in his favor. Simultaneously the issue was forced upon the new Legislature then in seasion at New-Haven, and success here was such, that the drawbridge was granted by a majority of two to one in the Senate, and fifty in the House. The road is now organized and a Board of Directors chosen. This board consists of Mr. David Lyman of Middiefield, the Hon. Samnel J. Tilden, the Hon. Charles A. Rapailo, and Gen. E. W. Serrel of New-York; Messre, O. Vincest Coffin and Bartistic, of Middletown; Mr. M. W. Terrell of Middlefield; the Hon. Tilton E. Doolittle of New-Haven, and E. W. Fyler of Fairfield County. Mi. Lyman is Freedeet, Mr. Coffin is Secretary and Treasurer, and Gen. Serrel Engineer-in-Chief. The proposed road will follow the New-York and New-Haven track to New-Haven, and thence go by way of Middletown to Willimantic, where it merges with the Boaton, Hartford, and Eric, which passes through Futnam and terminates at Boaton in the central part of the city. This route is almost a direct course, 27 miles shorter than that by way of Springfield, and Is miles shorter than the Springfield route, and the curyatures are comparatively trifling. Of course the cooperation of the conjoining companies is essential to the curyatures are comparatively trifling. Of course the cooperation of the conjoining companies is essential to the curyatures are comparatively trifling. Of course the cooperation of the conjoining companies is essential to the curyatures are enumerous and complete manner, and with a double track. The bridge at Middletown will be form of Robinized timber.

The commercial advantages which this salriline offers are numerous, Even those which suggest themselves are sufficient to insure success — but there are on the result of In May, 1868, he went to Washington and pleaded his

A witness in a trial, in Winchester, Engand, before Mr. Baron Martin, persisted in telling what ther people said, and interlarded his testimony so often ith "asid I" and "said he," that the counsel was utterly whidered. The Court attempted to set the man righ, wildered. The Court attempted to set the man righ, "My good man, tell us exactly what happened." "Yes, my lord, certainly. I said I should not have the pig."

UNION PACIFIC RAILROAD.

Sir: In obedience to your instructions of the 13th June, addressed to the Hou, James 8, Rollins and myself, requiring us to examine and report specially as to in its structures, and where temporary timber structures sions supplied, together with our opinion as to what, if any, regulations are required to protect the public inter-

road" in all respects, the undersigned (Mr. Rollins havng been prevented from accompanying the party)* has now the honor to report as follows: Having before been invited by the Engineer, Gen. G. M. Dodge, to accompany him on a reconnoissance over the line of the surveys, President of the Company, Oliver Ames, esq., who also accompanied us to the end of the track, then 600 miles out, knally provided an extra trank, which stepped at every station and at the important points, afforded every As a basis for a first-class relived required by the a proper location is important. The grades and cure on the respective divisions should be adopted early to the topography of the country, departing a level, and from a direct line as little as this will perfect the control of the country.

enst of North Porn of the Platte (second crossing).
No. 2—Through a projecting point on Suphur Cross, east of Bear On the sound: of Wahaatch Range, at head of Beho Casson.

on the reduced grade at the Omain and Eikhorn summits, after being cut down 35 feet per mile.

It will be observed that the steepest grade is 90 feet per mile, and this was found becessary only on the two main Mountain Ranges, the lines fills and the Wahsatch. The shortest curvature is six degrees on each.

feet hereafter.

The ascent heirg limited to to feet, probably as far west as the Sierra Nevada, the small saving in grading here would not justify increasing the maximum at this

Creek, more judicious counsels prevailed, and to located and grades forced more in conformity with

engineering principles.

Thence to built Lake the road-bed generally is so raised

Thence to sait Lake the road-bed generally is so raised as to guard well against snow-drifts, and, with few exceptions, is 14 feet wide at the grade line, which is the proper width. In the mountainous district, however, expecially between Fort Bridger and Sait Lake Valley, show drifts may be a fruithi source of delays, and the needful protection against the filling of the cuts will require a large expenditure. Probably nine-tenths of the embankments on the whole line are unide with plow and scraper, a mode which consolidates the road-bed more effectually than any other.

Cross Ties.—The want of timber suitable for ties, especially on the Pialus, was from the first a source of anxiety to those desiring a substantial track. Hardwood and cottonwood lies were floated down the Missouri River, perhaps in the proportion of three to ten, the former being placed under the joints and center of the rails. It was part of the plan to Burnetize all the soft wood, and at first this was carried out but afterward, with the quickened speed of track-laying, averaging then two makes per day, I presume but a small proportion, probably one-third, of the cottonwood ties were fluencized. Without this process they only last three to four years. Contracts have recently been made for the near, probably one-third, of the cottonwood uses were neutred. Without this process they only last three to years. Contracts have recently been made for the very at Omahs of these of a better quality, equivalent e relaying of 100 miles of track, to be distributed in Platte Valley.

delivery at Omahs of these of a better quality, equivalent to the relaying of 100 miles of track, to be distributed in the Platte Valley.

On the Lodge Pole division a small portion of cedar tie, were laid, and after reaching the Elack Hills, and thence to Salt Lake, the mountain pine is used wholly, which though better than cotton wood, is not so lasting as oak. For the first 520 miles 2,400 ties per mile were laid, thence for a short distance on the mountain grade, where heavy engines were used, 2,660; but generally, from Laranie westward, about 2,500 per mile are in the track. From the north fork of the Platto to Rawling's Springs, 17 miles, I noticed that 2,640 ties per mile have been laid. They are eight feet long and sk inches thick, and about the usual-width for new roads.

Iron Rails.—The rails have been manufactured chiefly at Johnston, Scranton, Danville, and Allentown, Pennsylvatia. A rail weighing 50 pounds per yard, with the common wrought from chair, was laid for the first 440 milest west of that point, the rail weight 56 pounds and is heid by the fish bar plate instead of the ichair, a method now generally approved.

Track Laying.—The unexampled rapidity with which the company has laid the track, often three miles per day, averaging through the season 50 miles per month saggests the fear of imperfect work. We flad however that a large torce, acting with complete system, under one compotent head, regardless of cost, forms the groundwork of this speed. Taking the whole line in view, the trains pass over it more smoothly, and with as high speed as on any new road over which I have traveled. To this result the limited amount of rain in this region no doubt materially contributes. On curved line, time was not always taken to bend the iron rails to suit it. This defect must be hereafter corrected.

Ballusting.—In this dry soil less ballasting, perhaps

materially contributes. On curved line, time was not always taken to bend the iron rails to suit it. This defect must be beroafter corrected.

Ballasting.—In this dry soil less ballasting, perhaps twe thirds of the depth required in the States between the Mississippi River and the Alleghany Mauntains, will form a perfect road bed. But even here a road cannot rank as complete without sufficient ballast, excepting in the very sandy and gravely sections along the Loage Pole, on the Black Hills and Laramie Plains, amounting, perhaps, to one-fourth of the line. Ballast brought by trains will be required in bringing up the track to the proper degree of smoothness and stability meeting fully the end of its construction. Very little ballasting has yet been performed. This is necessarily a work to be done after the track is laid, and one of gradual progress.

Bridges and Culterts.—On the first is miles from the Missouri River, where stone of good quality was obtainable within two or three miles, and while the work was progressing slowly, all culverts and drains were built of stone masonry. Thence West all small streams and isnd drains are crossed by wooden tresties, with few exceptions, which will be named. Some of these tresties nearest to Omaha, in which cotton wood was used in the bons frame, have been rebuilt with pine posts and caps resting on piles, and are thus more permanent than at first.

The three larger streams first crossed—the Main and West Pappillon, and the Elkhorn—were, in the first construction, built with stone abutments and the common Howe truss bridge of wood uncovered. The two first named streams have each too feet span, and the latter 150 feet, with some 800 feet wooden trestle on the bottom for water-way. The abutments at Elkhorn, chiedly from defective foundation, show signs of failure, and are being rebuilt.

Shell Creek, Silver Creek, and Prairie Creek, next cross-

ebuilt.
Shell Creek, Silver Creek, and Prairie Creek, next cross-

ing the line, have trestle bridges on the piles, which is the most secure plan of trestle.

Loupe Fork, 24 miles from Omaha—one of the larger Loupe Fork, 24 miles from Omaha—one of the larger streams, having more destructive tee floods than other—is crossed by a flowe truss bridge 1,500 feet long, in spans of 150 feet, resting on stone piers with pile foundations. For greater water-way, two spans of Howe truss, 100 feet each, have been added across high-water channel, on the bottom, since the opening of the road. The pier masonry is very good, and stone durable; but the main

was then opened, and will unite in a joint report on that division, or given in silvers apparately.

After the location on the Waheatch Range had been made by the locating Engineer, with approval of thick Engineer of the Company further examinations were ordered by the Vice-Fresidesh, with a view of chespening ond hastening the line out the Westers singe, using grades of 100 and 110 feet per, mile. I examently remonstrated against a rating grade exceeding 90 feet, and I trust she change may not be made.

I The Engineer and statements relating to the structures, track, &c., in this report, so far as I could not personally examine, were of course furnished by the superintendent and engineers in charge. To these gentismen I am much indebted for their free communication of facts.

ase on a pile trestle bridge, in spans of 16 feet. Crow reek, or Cheyenne, is snamed by a Howe truss bridge (10) feet, resting at each end on timber bents, now

It is to be presumed that the Company will build, in each case, a substantial bridge on stone abunments, before the floods of next Spring. Such is their purpose. In descending Mary's Creek Valley, leading from Pattlesmace Summit to North Platte, I noticed this stream had been crossed four or five times without any culvert or epening, reights upon the passage of the floods through interstices in the loose rock embankment. This may answer are one or two years, but unquestionably culverts must be built here. In other places I found a tendency to embank temporarily across small drains, without taking time now to build openings. I have reason to believ that this practice, resulting from the harry, has been abandoned. I should add, in justice to the constructing engineers, that time has scarcely been allowed to acquire that knowledge of the water-coarses essential to judicious plans in all cases. I am aware that there is fur less failing water here than in the States east of the Missour, yet even here, at times, there are floods which must be fully provided for, or the road interrupted.

must be fully provided for, or the road interrupted.

EQUIPMENT.

Rolling Stock.—A statement of the General Superintendent was handed me giving the number and description of the rolling stock in the possession of the Company on the 1st of August, among which are 111 locomotives. The locomotives in weight range from 25 to 35 tams, the latter class used on the mountain grades. They have been furnished by builders of good reputation, and are no doubt equal to the machinery on our best roads. They are chiefly used at this time in transporting from and material for the construction, which service, as the read lengthens, will require yet further addition to the rolling stock. On the completion of this constant and wearing construction service many of these locomotives will require extensive and costly repairs, forlong a material item of expense. The Company has also about 1.700 cars. The larger portion of these are platform or flat cars, used in the transportation of from and ties between Chicago and end of the track. They will be part worn out in this service. When the road is open for through business to the Pacific, large additions to the passenger car stock, with more passenger locumotives, will be immediately required, as this and light and valuable freight will form a large business.

Repair Shops.—On the first 710 miles the principal shops are at Omatha, North Platte, Cheyeune, near eastern base of Black Hills, and Larganie, near eastern base of Black Hills, and Larganie, near eastern base

Station Buildings—On the Tanks and Station buildings. The average distance apart is about 14 miles. Sale tracks, cenerally 3,000 feet long, are provided at each station, with an occasional intermediate siding of 1,500 feet, amounting in all to nearly 6 per cent of the length of the

Of the station buildings about three-fourths are of the smaller class, 25 feet by 40 feet, and one-fourth fifty per cent larger. In a few instances freight-houses are built, also 8 or 10 substantial frame coal houses with stone foundations, at the proper stations to take fuel. All these buildings are wood and, except the coal houses, are painted with metallic paint and roofed with shingles. At North Fork, Cheyenne, and Larante, suitable hotels have been erected, or are in progress of erection, and the Station buildings generally, when proper hotels are creeted, will be sufficient.

The building of the U. P. R. R., passing for over 1,000 miles through an uninhabited portion of the continent, is

The ascent being limited to to feet, probably as far weat as the Sierra Nevada, the simil saving in grading here would not justify hierasing the maximum at this sligle point.

CONSTRUCTION.

Road-bed.—I find probably seven-eighths of the road-bed formed by embackment and one-claith in cuttage. This lessens the frequency of interruptions by snow. On the first 375 miles in the valley of the Flatte the grade was laid in many places quite too low. For perhaps one-third of this distance it should hereafter be raised from one to two feet. The grade here was also made of very limited width, not exceeding 11 or 12 feet, giving insufficient base for the ballast. After reaching Lodge Fold Creek, more judicious counsels prevailed, and the road-bed and grades forced more in conformity with sound located and grades forced more in conformity with sound located and grades forced more in conformity with sound in the conformity of the continuation of the Sian to the limit of the U. P. E. R., passing for over 1,000 miles the continuate, and the Sian ton over 1,000 miles that the located and subject to 1 to 100 miles that the located and grades forced more in conformity with sound located and grades forced more in conformity with sound located and grades forced more in conformity with sound located and grades for each maximum at this tim ton indicate the proper hotels are exceeding, and the Sian ton of the U. P. E. R., passing for over 1,000 miles that the blacks, etc., etc. Further the grade protein of the continent, is an enterprise attracting general attention. It would not the continent, is an enterprise attracting general attention. It would not the blacks, etc., etc. Further the grade protein of the continent, is an enterprise attracting general attention. It would not the continent, is an enterprise attracting general attention. It would not the continent, is distinct the sound of the continent, is an enterprise attracting general attention. It would not the continent, is distinct the black of the blacks, etc., etc. Furthe acter. It has therefore been the object of the cond to lay before the Department a description, ich in detail, in which the work is being con-

undersigned to lay before the Department a description, very much in detail, in which the work is being constructed in every particular.

One feature unfavorable to the permanence and safety of the read is the almost entire want of stone-masonry in bridges and culverts. It is true that many of the new railroads in the Western States have limited means, are, in their first construction, carried over small streams with wooden tresiles, relying upon the contingency of future means, from income or other sources, to complete the road. But in respect to this national work, so liberally added by the Government, it is but a reasonable expectation, and in accordance with the spirit of the law, that permanent masonry in bridges and culverts should form part of the original constructions. But here arises a practical difficulty. In very few instances is stone of a durable character found within hading distance of the bridge and culver—ites. Nine-tenths of the stone for this masonry east or the Wabash Range must be brought by rail. The company, therefore, seem to be shut up to the necessity of livat placing their Howe Truss Bridges on temporary wooden treaties or the still less permanent plan of treatle bridges entire.

the necessity of first placing their Howe Truss Bridges on temporary weoden tresties or the still less permanent plan of irestie bridges entire.

In their great haste the wooden trestle, with spans of 16 feet, has been almost everywhere adopted, even across large rivers. In most cases the Trestle Hent is formed by driving piles of Mountain pine capped at the grade line. The strag pieces are of the better pine brought from Culzago. The want of stone in some cases, and of time in others, has induced also the crossing of most of the smaller streams and land drains, and sometimes valleys on temporary trestles instead of masonly culverts and drains, with earth roadway. The same general plan of crossing the drainage of the country, large and small, will be followed, as I understand, to Sait Lake Valley. In the Wether Valley, however, where good building stone the Wether Valley, however, where good building stom is abundant, I trust that stone drains and massenty of bridge abundants may be built in advance of the track This necessity in most cases under the rapid progress have freely admitted to the members of the Board and have freely admitted to the members of the Board and the constructing engineers who accompanied us, insisting, at the same time, that a masonry force with construction trains to bring stone from distant quarries, of durable character, should follow the track-laying party as the grading force precedes it. The President of the Company renewed to me on the line the assurance before given by members of the board in New-York, that this masonry with continuous should be substituted as soon as members of the board in New York, that this line with earth embankments should be substituted as so practicable. On a railroad so resportant as this, particle of the second of the second was settlements on its line, every occasion of interruptions trains, not inherent in the railroad system, should avoided. In this extremely arry region with high ward more than in the States further east on account of the second was a second or the second of the such an extent of timber treate bringing on account of more than in the States further east on account of more frequent fires. On the first division of 169 miles east of the Black Hill Range all the culverts, drains, and bridge abutments to the number of 169 were in June last placed under contract and the stone works commenced. On my return from Salt Lake over this division menced. menecd. On my return from Salt Lake over this division I found little progress. The transportation of from and other material for laying the track at the rate of 60 miles per month over the mereasing length of road now see miles so employs the entire rolling stock, as to render ft probable that the building of the masenry over the entire road will be chiefly postponed until next year, and until after the opening and acceptance of the whole work. The same assurance as to more permanent structures has been probably been given in good faith to the Commissioners on the acceptance of the several sections, although upon this point we have no definite information. However this may be, yet from the nature of the ease, this may hereafter depend, not upon proper intentions, but upon the Company's means, for although the gentlemen now owning the road might be relied upon to add fresh money from their own resources to the extent needed, yet in the frequent changes of railroad property the control may speedily plass to others, and the question between appropriating surplus earnings to the work of full completion or to divideads will be decided by other parties who at the time may chance to control a majority or the stock.

The cost of these permanent bridges, masonry structures and earth embankments, completing unfinished tunnels, cuts or other grading, with additional rolling stock, shops, tools, water supply in the Dry Desert, &c., required on the first opening for through traine, should, rather than thrown upon the less certain reliance of a surplus intended the changes of the commerce of the country. The cost of these items on the first 1,020 miles, to Salt Lake Valley, I think will reach about the sum of \$5,000,000.

While the balinating, perfecting the track, additional sidings, the governal renewal of ties, protection against snow drifts, and future improvements and enlargement of equipment, may perhaps be left to the regular growth toward a complete and satisfactory work, or on the other railroads, yet the items I h I found little progress. The transportation of from a other material for laying the track at the rate of 60 mm

ing of the road.

I have thought it my duty, as one of the Government Directors, to urge upon the Board the setting apart of a Reserve Fund sufficient to meet this cost, so that the work of completion and full equipment might progress without intermission, and without resort to new financial

arrangements.

This completion and equipment fund, being held for the benefit of the road and its stockholders, and applicable only to this essential work, would greatly strengthen the securities of the road. I am not advised whether any such measure is in contemplation; nor is it for me to judge whether, under the law, there is authority reserved

to the Government to withhold, for this object, any portion of the subsidy, in case this should be necessary to meet the end in view.

It has seemed to me, that is order to carry this work over the dead point generally feit in all newly-opened roads when the construction fund fails, and before the traffic can be diverted to a new channel, the Government subsidies to this amount, instead of being added to the profits of building the road, should be devoted to perfecting and sustaining the road at its first opening. The interest of the stockholders, no less than that of the Government and of commerce, would thus be promoted. In the light of this whole subject, I cannot forbear to suggest, though not strictly within the scope of this comminmention, that if the Government should see proper to aid other lines across our unoccupied domain, by similar subsides or loans on credit, only a partion of such aid, say four fifths, should by law be rayable when the track is open for the running of trains, and the remainder one or two years afterward, or when, in the judgment of a board of experienced railroad enguseers or superintendants, the work shall have been brought up to the standard of a "nirst-clear road."

If we alim at securing across the continent the commerce of the world, we must provide not merely a through route over which trains can pass, but a railroad that, in degree of completeness, perfection of management, and certainty of transit, shall invite that commerce.

As the Union Pacific Railroad is of national impor-

passes.

I. As to Fuel.—Coal is the only resource. Fortunately the coal field west of the Black Hill range is extensive, covering almost the entire distance thence to Salt Lake Valley. This coal may be classed as Lequite. It is formed well to answer for locomotives. At the eastern base of this range the Denver coal will become available, through that branch of the railroad, while the Platte Valley Division can be supplied from Iowa. Along the Platte and Lodge Pole Valleys no coal has been discovered.

ered. As to Water.—From the Missouri River to Sait Lake Valley water sustable for locomotives is readily obtained at all points, with the exception of the Dry Desert, extending from Rawling's Springs to Bitter Creek. This extremely dry district, embracing the divide of the continent and the district known as the Red Desert Basin, which have been the district known as the Red Desert Basin, which have been the district known as the Red Desert Basin, which have been the district known as the Red Desert Basin, conding from Rawlings Springs to Direct rocks extremely dry district, embracing the divide of the continent and the district known as the Red Desert Basin, lying between the divide and the second range or water shed, called Bitter Creek summit, covering a distance of 70 miles, is without any indication of water sufficient for the running of an important railroad. The grading contactors generally haal water for their reams from two to dive, and in some cases ten miles. For 50 or 50 miles, in addition, along Ritter Creek, the water for half a year is supposed to be too strongly impregnated with alkali for the use of locomotives. On this dry divide the construction forces, up to the time of my return, August I, had not effectually grappled with this question of water supply, but were laying the track, by hauling water-tank trains. The practicability of procuring water by deep beings through the sandstone and coal, should first be tried. If this fail there is a possibility of storing up the Spring floods in reservoirs if sailable localities can be used free from alkali. There is yet a third expedient, is stinated south toward the Overland Stage route. The set of cross-Ties.—The Flatte Valley for the first 500 miles can be furnished more readily from the Missouri River and the Lake region. Thence to the Humbel's Valley, 1,000 miles, the small growth of sme nountain pine, such as has been used in the correction is the only timber. This grows only in the car one so northern exposures where the drifting snows accumulate to a great depth and melt more gradually, giving continued motsture to the mountain soil. The northern slope of the Snowy Rango and the Medicine Row Meuntains to the south, extending parallel with the road for perhaps eighty miles, the Wind River Mountains on the north of the Wentah Range on the south, with the Wasstell Range surrounding Sait Lake Valley, will furnish thes for many years. They can in most cases be flonted to the road by the mountain streams crossing its track.

furnish thes for many years. They can in most cases be floated to the road by the mountain streams crossing its track.

1V. As to Ballast—Along the Platte and Lodge Pole Valleys gravel and sand for ballasting can be readily obtained. The decomposed granite found in great abundance on the Bliack Halls and Jaramie Plains furnishes superior ballast. Thence to the line of the Utah Basin no gravel banks were observed, though by the use of sandy material or broken stone the road can be ballasted. Along the Weber River and in Salt Lake Valley coarse gravel abounds.

V. Revolling Rails.—The common from rail wears very rapidly. Its re-rolling has come to be an item of large expense on all American roads of heavy traffic. Inasmuch as the basiness of this road consists rather of passengers and the lighter but higher psying articles of freight, the wear of rails will be less.

Yet with its steep grades on the slopes, and not very heavy rail, the Ruifrond Company will find it necessary to establish rolling-mills on its line within a few years. A mill at the enstern base of Black Hills, using the Denver coal (if found to be adapted to the working of fron); another in Salt Lake Valley, for which the coal of Weber Valley is convenient, with a third mill intermediate, ultimately would bring the entire track within reasonable hard, except on the lower part of the Platte Valley, which may find a rolling-mill on the Missouri, where so many railroads concentrate. Respectfully submitted.

Hon, O. H. Browning, Socretary of the Interior.

Fort Wayne, Ind., Aug. 15, 1868.

NOVEL PRESENTMENT OF A NORTH CAROLINA GRAND JURY.
The Grand Jury of Orange County, North

Carolina, have recently made a presentment containing some novel and startling features. The topics treated of are manifold, and include charges against Freedmen's Bureau officials, an animadversion on an article in a Re-publican local nowspaper, a denunciation of an address

and in turn assaited; the bench charging the bar with larceny, forgery and mule-stealing; the bar retorting that the bench had been ca sued by a negro upon a debt justify due, and forced by this harsh process of the law to pay the money after being called out and forfeiting his bail; The bar niso charging that the bench was a hall-bird, and convict from the pententiary of Ohio! All this very naturally ending in a fight between the bench and a member of the bar, as the former journeyed on his way to court. This breach of the peace between the bench and the bar occurring on the train and in the ladies' car, and so much to their terror and alarm that the conductor threatened to put the bench and bar off the train, notwithstanding the bar loudly proclaimed himself a director of the road!

Let the fountains of justice be poisoned, and the waters

of the road! Let the fountains of justice be poisoned, and the waters that flow therefrom will be as bitter as the w

A REMINISCENCE OF THE WAR. Seven months ago a letter was sent to the

care of the Chief-of-Police of New-Orleans, directed to care of the Chief-of-Police of New-Orleans, directed to Mr. De Bose. It was marked, "Private Business," and, although no one appeared to know the person to whom in was directed, it was suffered to occupy a nock above the mantel in the private office of the Chief-of-Police, and has been frequently an object of remark. A few days ago it was concluded to open it, when one of the strangest incidents connected with the late war was revealed by it. The Mr. De Bose to whom it was directed was an officer in the Confederate army. When he left home, at the breaking out of hostilities, he had a wife and six children. During his absence all died but his youngest and, Willie, a mere infant then. Shortly afterward it was rumored the father had fallen in battle. The little child, thus left an original, homeless and unprotected, was taken in charge by a faithful slave, who, upon the opening of novigation, removed with the child to St. Louis He was put as messenger boy in a store in St. Louis by the old colored man, and his history told to the proprietor. Here, it seems, the boy became dissatisfied, and one day disappeared. He was searched for by the negro, and finally found in a country town in Hilmois. The man brought him back to his own house, and at the time this letter was written (seven months ago) he was still with his faithful protector. It now seems the father was not killed, as reported, but faken prisoner and confined in Fort Delaware till the end of the war. Immediately on his release he returned to New-Orleans to find his family dead, except his little son, and he a wanderer. He applied to inc Chief of Police of St. Louis. An allagend to to the incident was made in the local columns of the Relephilean of that city, and the paragraph was seen Mr. De Bose. It was marked, "Private Business," and, graphed his over the content of Police of St. Louis. An allu-smoot he rest, the Chief of Police of St. Louis. An allu-smoot to the incident was made in the local columns of the Republican of that city, and the paragraph was seen by the lady who wrote the letter alluded to. She knew the boy and the colored man with whom he resided, had heard his history, and she at once wrote the letter re-ferred to to advise the father of the whereabouts of his child; but by soms strange fatality the letter has failed to reach the person it was meant for.

THE GREAT FIRE IN GRAND HAVEN, MICH. The business portion of Grand Haven was destroyed on Wednesday, the 23d. The fire first burned the rice house, then Thompson's hardware store, Avery's building, occupied as a jewelry store and saloon, Dr. Monroe's house and office, a saloon, J. F. Sanford's clothing store, the Union Express office, Griffin's drug store Sheddon & Slayton's dry goods store. Cutler's office, Masonie Hall building, belonging to S. Schofield, and occupied on the ground floor by Hubbard's hardware store, and above by public and Masonie balls; Custom-House also, occupied by attorneys and others for offices; Hally and Penoyer's restaurant, Burnes's furniture store, Vanderveer's drug store, jewelry store, saloon, dry goods and grocer's drug store, iewelry store, and a barn; also on the west side of Washington-st. Finte & Foss's dry goods store, the Congregational Chiroh, Angel & Beaudry's store, the Post-Office, and a meet market. There was no fire department, not even a hand-engine, to assist in stopping the flames. Some days ago the town sont a gentleman to Buffaio to find one if he could, and he did find one. The price was not satisfactory, and it was not taken. Had it been purchased it might have paid for itself a good many times over.—[Miwaukee Wisconsin. the rice house, then Thompson's hardware store, Avery's

A KANSAS EDITOR IN LUCK. Mr. Speer of The Lawrence Tribune found it Mr. Speer of the Latterence Irronne found in dard work to get wood to warm his office on those could asy hast week, and knowing he had some coal on his farm set a miner to work, who directly developed a vein it inches thick, and he has been burning it ever since. He has bought some coal stoves and proposes to live independent of the wood dealers in future. He advertises for half a dozen miners.

[Wyandotte Gazette.]

WIPE-POISONING IN MICHIGAN. In Monterey, Mich., on Christmas evening, a

In Monterey, Mich., on Christmas evening, a Mrs. Isonberg was poisoned by her hosband, she had long suffered under a cancer which had eaten away her left broast and exposed some of the viral organs. To ableviato her terrible sufferings her physician had given her morphine powders. On Christmas might, being in excreeiating pain, she called for morphine, and her finaband procured a powder and gave it to her mather to mix. This she attempted to do in water, but its action gave her the impression that it was not morphine. The wife also thought it was not her usual powders, but the husband insisted, and expressed so much ampatience at being kept

waiting, that she finally took it. In about five minutes she was taken with a spasm, followed by almost total paralysis, in which condition she remained three-quarters of an hour, when death put an end to her sufferings. On inquiry it was ascertained that is enburghad bought strychnine at a drug store on the 22d, snying that it was to kill wolves. He is a farmer reputed to be worth \$10,000 or \$15,000. He has fied.

THE RIGHT-HOUR OURSTION.

THE SITUATION AT THE UNITED STATES ARMORY AT SPRINGFIELD, MASS.—THE DIFFICULTY ON THE QUESTION OF PAY—THE WAGES IN AR-REARS FOR MONTHS. IFROM AN OCCASIONAL CORRESPONDENT.

SPRINGFIELD, Mass., Dec. 29 .- The eight-hour

question is the chief topic of interest and discussion among the workmen at the United States Armory in this City. Since the law making eight hours a day's work went into operation at this post, on the 18th of July last, it has been an open question the 1sth of July last, it has been an open question whether full pay was to be given for eight hours, or whether the reduction of time and wages was to be propertional. That question is still undecided and all eyes are turned to Congress for an early, final, and equitable decision of the controversy. On the reception of instructions from the Department that eight hours were to controversy.

whether the reduction of time and wages was to be proportioned. That question is still undecided and all eyes are turned to Congress for an early, final, and equitable decision of the controversy. On the reception of instructions from the Department that eight hours were to constitute a day's labor, Col. J. G. Benton, commanding the post, issued any orders to that effect and from July 24 to August 20 work went on hartunolously under the new system, the men working eight hours and receiving the same wages as before for ten hours labor. No doult was entertained that such was the intention of Congress in enacting the law; but Gen. Hounant, commanding at Bock Island, Int took a chicary of the control of the law, which was entertained the performent of the law, which was entertained by performent of the law, which was revered by Secretary Schoneid, was that if workmen where the performent hours labor in each day they could do so but must be credited on the roll for extra labor. Substantially similar instructions were transmitted to Col. Benton in response to his inquiry, and on the 2nth of August all the armorers who chose to continue work until a o'cleek p. m. had the opportunity. But few however, accepted the proposition, fearing that by so doing they might unfavorably affect the decision which they expected and believed just, that eight hours and full pay should go together. After a brief experiment the new system was abandoned, the day ended at a c'cleek p. m., the expiration of eight working hours, and this regime has been substantially adhered to up to this date. Last week, however, Col. Benton issued a general order, that on and after New Year's day, workmen who wished, might work ten hours each day, and be credited on the rolls with one day and a quarter. The result will prove how many of the workmen have declined to receive pay, and only until recently has any money ben disbursed. By the embouring of the separation of the law flower than the provenent of the sevent money of the server of the server of the s unsuccessful.

The Armory pay-rolls, which during the busy times of the war bore 2,700 names, do not now contain more than

BANKING AND FINANCIAL.

TO CAPITALISTS AND INVESTORS.

THE FIRST MORTGAGE 7 PER CENT. BONDS OF THE ROCKFORD, ROCK ISLAND, AND ST. LOUIS RAILEGAD CO.,

PAY BOTH PRINCIPAL AND INTEREST IN GOLD, And are free of Government Tax.

This enterprise has long since past the point a which its completion could be considered doubtful. Nearly half the line is substantially ready for the rails, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and North-Western Line are all on the ground, and being rapidly laid; so that the Company will shortly be delivering their coal, for which they have contracts covering all they can mine this

THE CAPITAL STOCK FIXED AT NINE MILLIONS, is already largely subscribed for, and the remainder is going into the hands of individuals along the route

or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPWAL

will, without doubt, be soon taken, and the subscrip tion closed.

THE BONDS ARE A FIRST AND ONLY LIEN

of \$21,000 per mile upon 400 miles of railroad, travers-

THE RICHEST AND MOST POPULOUS DISTRICT of Illinois, upon the Company's franchises, and prop-

erty of every description, including

20,000 ACRES OF VALUABLE COAL LANDS,

partly owned in fee and partly leased for 50 years,

and estimated to contain ONE HUNDRED MILLION TUNS OF COAL.

Each Bond is for \$1,000, or £200 sterling, and is convertible into Stock of the Company at the option of the holder. The interest is payable on February 1 and August 1.

The Trustee for the Bondholders is the Union Trust Company of New-York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at

home. Parties subscribing at once will secure the Gold premium on the coupon of February 1, which is equal to a reduction of 1 per cent on the price of the Bonds. We are authorized to offer what remains of these Bonds at 974 and accrued interest in currency; at

which price, considering the soundness of the enter prise and the ample security of the Loan, the Bonds must be regarded as the

CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates. Pamphlets giving full information sent on applica-

The Bonds may be had at THE OFFICE OF THE COMPANY,

No. 12 WALL-ST., and of

HENRY CLEWS & Co., Bankers, No. 82 WALL-ST., NEW-YORK.

United States Six Per Cent Currency Bonds, 30 years to run, are offered for sale on favorable terms at the office of the Union Pacific Railroad Company, No. 20 Nassau-st., New-York.